cliowing circular and price current which he recommended whalers visit-Habostadi, and which we publish as it may interest whalers visitdar and price current which he received while at ing the Japan seas. Although the prices appear reasonable, he great difficulty will be found in paying for the articles bough rent tonney, or submitting to heavy discount on exchange.

for the purpose of refitting, with anything they may require the way of Saip Chandlery or provisions, and vessels winterphere, will no doubt find it greatly to their advantage in being are the whaling ground and in being able to obtain those articles requisite for whaling which heretofore it was necessary to

Sandwich Islands.

Ries for shipping oil to the United States are good, as onear at hand, and a freight being guaranteed. I am furnish a first class clipper or ships, provided with increasing oil to the United States at low rates. All its furnished at reasonable prices and whalers drafts its effection is respectfully submitted for your perusal. The form of the states of the same force of the same of

PRICES CURRENT AT HARODADI, JAPAN. \*\* 5 00 Tea, per cin, 14
\*\* 2 00 Carrots, per 100 cin,
\$15 @ \$20 00 Turneps, \*\*
3 @ 7 00 Wax, \*\*
4 @ 7 00 Fowis, per dez.

Bhering saw or heard from no whalers while at the north. She brings a small freight of hides and tallow, and will be offered for The Danish bark Maria, which arrived yesterday, is the vessel so long expected with a cargo of Chinese goods. She comes igned to Messrs. Hackfeld & Co., and her cargo will proba-

By the arrival of the bark Bhering, we have the loss of the

bark Melita reported, which will be found in another column. The

My be offered to the trade during the coming week. She brings and news of serious trouble between the English and Chinese forces which will be found in our foreign news column. By the Ocean Express, we have a few days later date isco. She sails to-day to load guano at Jarvis Island.

The Eliza & Ella, also sails to-day for Hongkong, having completed her cargo. She receives between \$2500 and \$3,0 for carrying 140 Chinese passengers saved from the Mastiff, and also takes forward the balance of specie saved from that vessel, amounting to about \$75,000, at 1 of one per cent, amounting to some \$5,000 freight money. By the San Francisco papers, we see that nearly all of this shipment is in gold bars.

The specie imported by the Black Sea, from San Francisc amounted to \$19,500; that by the Yankee, before reported, was

215 000 - \$34,500. This amount is nearly balanced by the specie exported by the Gomelza, \$31,000.

OIL-450 galls. Kodiack oil ex Cynthia, sold on the 1st for EXCHANGE-But little is doing as yet. Hilo consulate bills

were sold this week at par. FLOUR.—The mill company price of flour to \$9 per barrel. NEW BEDFORD OIL MARKET-Week ending Aug. 15.

We have another quiet week to report in oils. The only trans-

Salz of Oil in Nantucket .- Three thousand, four hundred that of the in Nayrecker.—Three thousand, four hundred and sixty-one gallons of sperm oil, being the crew's portion of the cargo of ship Alpha, of Nantucket, was sold at auction, in that place, by T. W. Riddell, at one hundred and twenty-five cents per gallon.—N. B. Standard, Aug 18.

Whalehous.—N. B. Standard, Aug 15.
Whalehous.—The New York Shipping List says there is a tinued demand for whalebone, and the market is firm at press rates, with sales of 13,000 lbs short Ochotsk, part at 77c., to the North West Coast, 78c; and 4500 lbs 11 feet Arctic,

LATEST DATES, received at this Office.

dy. h. m. urter... 3 10 7.9 M. Last Quarter... 18 7 18.7 A 10.... 11 1 27.2 A. New Moon.... 25 2 8.4 A

PORT OF HONOLULU, H. I.

For full reports of Whalers, see 4th page. E Oct. 6—Am wh ship Saratoga, Slocum, from Arctic, 600 wh, 10,000 bone, season; on board, 1800 wh; whole royage, 86 sp. 2300 wh. 6—Am wh ship Ocean, Clark, from Arctic, 200 wh, 2000

6-Am wh back Java 21, Raynor, from Arctic, 1050 wh 15,000 bone—(full).

n wh slaip Win. Gifford, Baker, from Arctic, 600 wh,
6000 bone. Sailed on the 7th for New Zealand.

a ship Ocean Express, Willis, 14 days from San
Francisco, en route for Jarvis Island. Francisco, en route for Jarvis Island.
6—Sch Kanoi, Wilbur, from Lahaina.
6—Sch Maria, Molteno, from Lahaina.
6—Sch Kalama, Borres, fm Hilo, with sugar, hides, pulu

and pointoes.

7—Am bark Bheriog, Gillintt, 23 days from Petropolaski, with merchandise to B. F. Snow.

7—Am wh bork Wm. C. Nye, Soule, fm Arctic, 1000 wh.

7—Sch Molketki, Hall, from Kahului, with sugar and 7-Am wh sp Sea Breeze, Jones, fm Lahains, off and on, 7-Am wh she, Lewis, Neal, from Kodiack, 400 wh, 8000 7—Danish bk Maria, Ingermann, 45 days for Hongkong, with merchandise to Hackfeld & Co.

DEPARTURES.

5—Sch Mary, Berrill, for Kawaihae.
7—Sch Keoni Ana, masks, for ports on Kauai.
7—Sca Kamof, Wilbur, for Lahaina and Kabulu

VESSELS IN PORT-OCT. 8.

Am ship Ocean Express, Willis, (outside.) ...
Haw, bark Malolo, Fettjuch.
Hanovarian bark Verden, Coppermann.
Am, ship Eliza & Elia, Lunt.
Am elipper ship Sylvia, Swasey.
Br. bark Humphrey Neison, Chellard.
Am ship Siam, Rice.
Am bark Moneka, McCaslin.
Haw, bark Gambia, Brooks.
Am ship Black See Cata

Vessels Expected from Foreign Ports.

due Oct 14 to 16.

ship Amethyst, Studiey, from Boston, sailed August 15, due
Jan. 1—merchandise to P. S. Wilcox.

dip, sh Golden Eagle, Luce, to sail from San Francisco in bark Washington Allston, ——, from Boston, sailed June 22, with assorted merchandise to Chas, Brewer 24. thip Jonah Brailey, Punbar, from Boston, to sail May 10

PASSENGERS.

ava 34, Oct 5-Jas L Austin, Mr Bright.

lacy, Oct 5-R H Dana, junr., Capt Kalama, Oct 5-John II. or Med. Oct 6-0 D Chante, II 2 Fitch.

CHIARAL TO THO

ARRIVALS.

sold, Clark, from Arctic,

DEPARTURES.

Breeze, Jones, for New Zenland ert, of the Bart. Garnold, sends us th

PORT OF HILO, H. I.

ABBIVALS.

ic, which you may publish if you think proper. I passed ng's Island 13th April, made the ice on the 14th; had reather very cold in April and the early part of May; had to cut the ice from the ruider several times a day in orde ship; saw the first whale May 24th; took the first whale June 7th, in lat. 60 ° 40 N., long. 177 ° 40 K.; took 6 in June. whales at times quite plenty in the ice; struck 6 oth and lost them by the ice with the lines fast to them. Passed ugh into the Arctic July 16th, and found large quantities of the whales having struck into it, we had very little whaling until the latter part of August. I took 5 whales in the tic, between Cape Lisborn and Icy Cape, filling all m casks-about 1950 bris-and left for Honolulu 4th Sept. Tool my last whale on the 3d. Have had a pleasant voyage. SPOKE, AND REARD FROM, THE POLLOWING SHIPS IN THE

Ship Wm. Tell was lost on the North side of Cape East, July 12th. Capt. Austin comes passenger with me, and will r

Spoke between the 1st and 5th of Sept, the following ships Ships Speedwell, Gibbs. Eric, Jernegan, 2 whales. Dromo, May, Marcia, Billings, G. Washington, Bright Mary, Jenks, Tybee, Freeman, tarks Emerald, Pierce, 2 grays. Covingtou, 6 whales. Arab, Grinnell, Magnolia I sperm and 3 polar do. Polar Star. Hibernia 2d. Edwards Jirch Swift, Earl, Robin Hood, Omegu, Sanborn,

mber of ships had left the Arctic to cruise for right whal in Bristol Bay. The Hibernia, Speedwell and Covington camout in company with me, and will cruise for right whales until Yours, &c., Report of Ship Hibernia 2d.

Ox BOARD SHIP HIBERNIA 2D, Sept. 4, 1859, lat. 66 ° 00 W., long. 169 ° 00 W. WHITSEY-Sir :- Thinking that any news concern the whaling fleet would not be uninteresting to you and y readers, allow me to address you the following

On the 18th of May, we saw the first right whale of Kodiack ground, in lat. 57° 32 N., long. 151° 35 W. From that time until the last of the month, saw a few scattering whales Weather-heavy gales, bad sea, and now and then a dense fog for a change. Succeeded in taking 2 whales; then left the ground for the Arctic. June 6th, passed through the 172d passage; on the 11th, made the ice, on the 16th, in lat. 61 ° 00 N. long. 177 00 E., saw 2 right whales, and took them both. O the 18th, saw our first bowheads, and got one-heavy fog and rainy weather at the time. On the same day, heard of the lucky ones, or at least some of them, viz. :- Eliza Adams, (arrived) Java 2d, (arrived) 6 whales; Omega, 7 do. On the 12th July passed through the Straits, and anchored in company with ship Speedwell, Gibbs, off Cape East, a thick fog setting in. The fog clearing at about 12 midnight, we saw a ship ashore on a low sand beach, about 8 miles to the westward of Cape East. 1 started with my boats for her, followed by Capt. Thomas, of the Eliza Adams, and Capt. Gibbs, of the Speedwell. The ship proved to be the William Tell, of Sag Harbor, James L. Austin. master, which had gone ashore in a dense fog about three hours before we saw her f.om the ship. After trying all we could possibly do to get her off by lightening and then kedging her asing her anchors as well as kedges from the other ships, we were obliged to give it up and leave her to her fate. She had on board nearly 300 bris oil and about 3000 lbs bone, which was saved, and is now on board the Hibernia 2d. The hull, and other articles belonging to her, were sold at public auction on the 18th July. Capt. Austin, his officers and crew, went on board the ships Omega, Dromo and Hiberma 2d. From the 20th until the 4th of Sept., have been cruising from the Straits to the ice. and from the Eastern to the Western shore; fell in with whales alast of August to the northward and eastward of Cane Lie. born-light airs, whales very shy, and ships plenty. Took four, and then left with a gale from the North, bound South, right P. C. EDWARDS.

Master ship Hibernia 21.

REPORT OF SHIP OCEAN, CAPT. CLARK. OFF DIAMOND HEAD, Oct. 1, 1859. Sept. 20-lat 57 ° 45, long 171 ° 10, bark Gen. Scott, Hunting, I whale

20-Same latitude and longitude, ship Dromo, 2 whales. 25-Ship Fabius, Smith, do. do., 600 brls. 19-Off St. Paul's Island, Haw, brig Victoria: 4 whales.

SHIP SARATOGA, CAPT. SLOCUM, REPORTS :- Saw the firs right whale, May 2d, in lat 41° 1 N., long 149° 36 E : saw the first polar whale, and took him, June 3d, lat 59 ° 17 N. long 171° 17 E.; Oct. Sd., spoke the Wm. C. Nye, 9 whales this season-intended to touch at Lahaina, and then proceed to

At Mount Pleasant, Makawao, Oct. 5th, Mas. T. S. Green, wife of Rev. J. S. Green, paster of the church at Makawao, aged 67 years and 6 months—for 31 years a missionary at these

"Blessed are the dead which die in the Lord henceforth; year saith the Spirit, that th y may rest from their labors; and their

of the brain, Franklin Henren.
In New London, Conn., Aug. 13, 1859, Mr. Aanon E. Stone, one of the best and worthiest citizens of the place.

THE PACIFIC Commercial Advertiser.

SATURDAY, OCT. 8.

When public opinion sanctions duelling as i the case in California, and hardly a newspaper come forth to denounce it, there must be something wrong in the foundations of society. The practice of duelling is a very old one, and we are sorry to see that in so progressive and enlightened a country as the United States, it has of late seemed to revive and grow, becoming year by year, more prevalent, and being often to a certain extent, justified by public opinion and winked at by the authorities.

The practice of duelling is founded upon the principle of that brutal, blood-thirsty revenge which makes one willing to risk the loss of his own life for the chance of killing or maining his adversary. It is one of the last and worst relies which have been handed down to us from the barbarous ages; and it is far from flattering to the ideas of our moral and intellectual advancement. to know that it is tolerated by public opinion at the present day-to know that the man who engages in a duel does not forfeit his position in respectable society, and that he who kills his fellow man in a duel is not stigmatzed and punished as a murderer, as is now very seldom the case.

We have said that the practice of duelling was founded upon the principle of revenge-but we do not wish to be understood that men who send or accept a challenge are always actuated by that motive. In too many cases a more foolish and frivolous motive, even, than that, is the prime instigator. Honor is said to be the prompter. Honor, it is said, instigates the challenger to challenge, and the challenged to accept. If this is honor, then honor has a great deal to answer for. How many cold blooded murders she has committed! How many valuable lives she has despoiled of all that gave them value! And how many widows and orphans she has made! But alas! this is not honor. It is a vice-a crimewhich has stolen its name. It is a criminal soul as North is from South. The practice of duelling, in the eves of all honorable and virtuous men, dishonors and degrades the man who

engages in it. Let us glance at the way in which duels are got up. Two men, perhaps, have an argument, and the warmth of dispute, one utters a hasty word, an insulting phrase, to his friend. The other, actuated by this perverted sense of honor, calls him out-for what earthly good no one can tell. It cannot be to prove that he, the challenger is in the right, for experience has shown that the man in the right is as often killed as the man in the wrong. But then, the duello claims it as the only fair way of settling a dispute! Fair way of settling a dispute? No unfairer method could be devised. It is like toesing up a dollar to see which of two men shall commit murder. The right of the case has nothing to do with the result. It depends entirely upon the phy ities of the combatants. It gives the one

wrong an equal chance with the one in the

and so far as strict justice goes, is not half so fai

as would be the waylaying and murdering by the

For in one case the punishment is as o fall upon the innocent as the guilty and in the other it can fall upon the guilty Savage nations are far ahead of civilized ones in this respect. If one savage injures another, the other watches an opportunity to kill him with the least possible risk to himself-a much fairer and better way than duelling, which would give the oppressor an equal chance of crowning his career of injury and outrage by causing the death of the man he had wronged. The duellist is, in nine cases out of ten, impelled only by that worst of motives a want of moral courage—the fear of being called a coward, by those who are only cowards themselves. Whether he kills or is killed is, in the abstract, a matter of very little consequence. He is a murderer in his heart, and as such he must appears before the world. In the recent duel between Broderick and Terry

was Broderick proved wrong because he was killed, or Terry right because he killed him No. Did it give the victor a stronger claim to his own self respect, or to the esteem of his fellow men? No. What good then, in the name of common sense, has it done? One is dead, and the other is a self condemned criminal, accursed of men and amenable to those laws which it has been his province, heretofore, to dispense. Experience, it is true, has shown that the laws rare ly prove efficacious in such cases, and Terry may escape the halter which he deserves. Ever though the ermine of justice be sullied by his es cape from lawful punishment, he will carry i his heart to the grave, the burning curse and o his brow the burning brand of Cain; and a life of remorse is not enough to erase the charge which the accusing angel writes down in letters of blood, against the name of him who has slain another in a duel. Judge Terry is a murderer in his heart, and as such he must appear before the world, and if he escapes justice at th hands of the law, the world would justify the friends of Broderick in dealing with him as he has dealt with Broderick. This is the second deliberate murder, we believe, which Terry has committed since he has been in California for the first of which he was brought before the Vigilance Committee of 1856, and barely escaped the hanging, which he merited.

Duelling is at once a useless and wicked practice. Without benefit to the parties engaged in it, it is at the same time detrimental to the great interests of humanity. It has bereaved many families of their supporter, and has cut off with untimely death, many a valuable life. It cannot rigt a wrong, and it is the poorest way of seeking a revenge. It is no proof of courage-in most cases it is only a proof that one's fear of being thought afraid is greater than his fear of being wounded or killed. It is a pernicious custom, without one single redeeming feature. It is a stain upon the age-a disgrace to so enlightened country as America, that such a practic should be tolerated there, and it is the duty of every man, there and elsewhere, to contribute the mite of his own opinion and influence, to put in a community, and the survivor or participator in such a conflict is treated as he deserves to be by men, then duelling will cease, and the world will advance one step further in social amelioration every sense of the word.

Johnston's Islands.

The Pacific Guano Company, having received a perfect title to Johnston's Islands from the United States Government, are now prosecuting the removaof guano with great vigor. They have built a whari 500 feet long, with a railway upon it, and at present are at work upon the large island, where there is said to be an unlimited supply of the very best quality guano, which is found in strata, imbedded under a layer of drift sand. There is a force of white men now at work at Johnston's Islands, but they can only load about 50 tons of guano per day. The schooner Rosaltha takes down some mechanics, and has a full cargo of building materials and cars for the railway. The agents here, C. A. & H. F. Poor, are also sending down a number of natives, they being thought to be the best and most economical labor that can be procured. We subjoin the following passages from an interesting article by Capt. Brown, of ship Ocean Belle, relative to the anchorage at Johnston's Islands, and addressed to Messrs. Fay & Willis.

JOHNSTON'S ISLANDS, NORTH PACIFIC. ? July 21, 1859. Messes, FAY & WILLIS-Gentlemen :- \* \* \* arrived here on the 14th of May last, with fifteen days passage from San Francisco, making the Island to the W. S.W. I hauled to the South, and followed the reef, keeping two miles distance off from it, until the hill and flag staff upon the largest island bore North by West: then ran direct for it, till within two miles distance of shore, when I took a pilot and ran

of San Francisco:

into the anchorage without the least difficulty. My ship lays one mile from shore, in nine fathoms water, her own anchors, as securely as she would in San Francisco or New York harbor. The holding ground good, and the entrance easy and safe. Ships comhere, should make the Islands bearing W. or S. W. and follow round the S. E. end of the reef. By so doing, they will fetch their anchorage with ease. On my arrival here, I found the ship Abby Brown, Capt, Moody, loading. She took a full cargo, and sailed from here July 5th, for Hampton Roads, having got under weigh without the least trouble, and spiling directly to sea with the wind abeam. The prevailing winds here are from E. by S. to E.N.E. and blow with all the regularity of trade winds in those latitudes, in proof of which I remark that in no one instance has my ship swung round. The anchorage, when I lay abreast of the large Island, is sufficient for half a dozen ships, the harbor extends from my position, in shore, nearly half a mile, and is equally as safe as where I am now lying. I am informed by Capt. Moody of the ship Abby Brown, that there is equally good and safe anchorage abreast of the small Island.

Since my arrival here, your wharf has been built out from the large Island a sufficient disance to float and bring off lighters at low tide-its length being something over five hundred feet, upon which a railroad track has been laid, extending to the pit where my guano is taken from. The depth of guano at the place now open is about four feet.

I have now about 500 tons on board, and am taking on 50 tons per day. I bring my guano off in lighters of from eight to 10 tons capacity, under sail, with a free wind both ways: the average time required to sail on and off does not exceed fifteen minutes each way. I am using the two lighters brought down from San Francisco in the ship Radiant. They work finely, and carry the cargo dry and in good order. I think you will do well to adopt their model, mainly, with an increase, perhaps, of two tons capacity. The car now used upon the railroad is not the thing for permanent service: you should send down two rail-cars increased facilities, and two more lighters, you can, with a force of fifteen men, ship 100 tons of guano per day, with ease. I shall take about 1,000 tons more cargo, and hope to leave here within 25 days. I am getting a good cargo. \* \* \* \* The quantity for loading ships, are superoir to any guano island within my knowledge. John Brown, Jr., Of ship Ocean Belle.

Loss or the Bark Melita .- The American bark Melita, of Boston, which sailed from this port April 20 for Japan and Amoor, under command of Capt. Pollys, was lost on the 23d of June, in the Gulf of Tartary, while entering the Amoor River in charge of the pilot. The channel at the mouth of that river, as we are informed by Capt. Gilliat of the Bhering, consists of changing flats and quicksands, and is considered rather unsafe. The Melita in entering that port last year, got aground on the left bank, and this year in endeavoring to keep off the same ground, got onto the shoals on the right hand. A part of the cargo will be saved, but the vessel is a total loss. The Captain and Mate had left for San Francisco in the schooner Lewis Perry, and the crew had mostly gone to Japan, one being on board the Barring. The Melita was owned by H. A. Pierce Boston, and was probably fully insured. Mr. nege (formsely of this piace,) and Rev. Mr. Collins, om our readers will remember, were on board at of the wreck. Mr. Lange lest most of his e. Calling had returned by the Russian

NOTES OF THE WEEK.

Dane Prison.—This useful institution, under

perintendence of Mr. M. Brown, continues to be

interested in a visit which we made there, a few days since, that we think our leader will be pleased with a brief account of the result of our inquiries. Or is surprised upon entering the prison to see how scrupulously neat everything is kept-the walls so white and the floor so nice; and the lockups, the outhouses, the cellar, the yard, and everything connected with the establishment seem so clean and orderly! There were at the time of our visit 107 prisoners in confinement-divided off into the various cells or lockups. The lockups are sixty-four in number, arranged in four different wards, and over the door of each is a grating, to admit light and air. Each has two inmates, who sleep upon hammocks stretched lengthways. Aroused by the stroke of a bell, at five o'clock in the morning, the prisoners spring from their slumbers, roll up their hammocks, and prepare for departure. After an interval of five mirutes, during which time all the doors have been unlocked by the turnkey, the bell sounds again, and forth march the prisoners, in regular order, two by two, to the yard, from which, after breakfast, they are marched out to their daily labors on the esplanade. The food of the prisoners is generally poi and salmon. The white men have a liberal allowance of bread and meat. The cooking is done by a number of Chinese convicts, to whom the special duty is assigned. During the absence of the men, in the day, the female prisoners are employed in sewing. The men return from their labors in the afternoon, in season for a good bath all round, in the big bath tubs of the prison yard. On Saturdays they are marched to a certain place in the valley stream and allowed to take a plunge in the running water. There are some, however, among the prisoners, who do not go forth to daily labor. A few are sentenced to imprisonment only; at the time of our visit, there were thirteen on the sick list, and no less than eleven lunatics, who with one or two exceptions, are allowed a certain degree of liberty, every day. One old lady, one of the most crazy ones among them, a few days since took it into her head to assault Mr. Brown, as he was passing through the yard, where she was enjoying herself, and attacked him with such vigor, that before he was well aware of her object he found himself without a whole garment to his back. As a general thing, the prisoners are very quiet and peaceable. The Chinese occasion-

ally prove a little refractory, but no difficulty is found in bringing them to their proper bearings. The prisoners have clean change of clothing twice a week. The prison is garrisoned by twenty-four soldiers. The discipline is excellent. Mr. Brown spares no pains to perfect his system of government, and we doubt not that under his supervision it will continue to be, as heretofore, a model prison. Swimming.-Every woman as well as every man

ought to know how to swim. It is a healthful, graceful exercise, and not unfrequently a most useful accomplishment; and no one should neglect an opportunity to acquire a knowledge of the art. Wajkiki affords an excellent bathing place, and we are gladsee that the amusement has become fashionable here, as well as in the United States and Europe .where, in many places it is made as much a branch brated ladies' seminary at Berlin, Prussia, recently there was a swimming race, in which 23 young ladies contested for the championship, the prize being won by a girl of nineteen years of age. We don't think Honolulu could turn out so many competitors at present, but hope she may be able to do much better than that in the course of another year.

A New Island,-The New Bedford Mercury contains the following account of an island in this ocean, discovered in January last by Capt. Eldridge of the bark Amazon. The account was received in a private letter to that paper:

"It is in let. 0° 45' north, and long. 176° 35' west, very low and dangerous, and is, I expect, the last resting place of the crew of some of the ship which have been missed in years gone by. I ran along the lee side within pistol-shots of the beach, but it was too rough to land; and after convincing myself that there were no living people upon the island, squared away again. On the highest part of the island is a flag-staff, at one end, from which still dangled the halyard-block. Near the house were everal little hummocks, each with a tall, upright tone upon it, evidently the graves of the poor fellows who had escaped from the wreck of their vessel, and died on this dreary spot, where perhaps they had spent months in vainly looking for a passing sail to relieve them from their weary prison."

THE HOSPITAL-We are glad to learn, that the sphere of good influence exercised by this institution is gradually widening. During the last month, upwards of 500 prescriptions were made up, against 400 in the month before, and the names of 180 new out door patients had been entered upon the books. The expenses of the hospital during the month of September, exclusive of the salary of Dr. Hillebrand, amounted to \$156-of which amount \$55 only was devoted to furnishing the table of the patients and employees of the establishment. All the eleven beds of the hospital were occupied by patients on Monday

A Good LAY .- The New Bedford Mercury says A ship belonging to this port is soon to sail under the command of one of our noted shipmasters on the condition that he shall receive, after paying the expenses of the voyage, half of the results. For instance, the ship and outfits amounted to \$30,000, all rising that sum is divided between the owners and captain. After sailing, all drafts drawn and all expenses incurred are to be shared between the captain and owners. Thus it will be seen the captain runs no inconsiderable risk, but from his previous success in the whale-fishery, we venture to say he is fully competent to sustain them." We may add that the ship is the Alice Frazier

and under command of Capt. Washington T. Walker, we have no fears about his making a good voyage of it.

A Good Fashion .- It is said that the latest European fashion is that of dressing very plainly when going to church, many of the most aristocratic ladies going to worship in plain calico. This is for the purpose of encouraging the attendance of those who cannot afford to wear rich clothes. Such a fashion as this deserves, to a certain extent, to be introduced everywhere. There can be no strongen evidence of taste than a " dressy" appearance at church. And though this feature is perhaps less prominent in Honolulu than in other cities, there is still, we think room for a little improvement.

THE BARK MESSENGER BIRD .- Capt. Gilliat, of the Bhering, informs us that the runaway bark Messenger Bird of Boston, arrived off the port of Petropolaski in August. The Captain went ashere and asked if there was any news. When asked what he came to that port for, he replied to get a cargo of oil. Without coming to anchor, he squared away for parts unknown. It is quite probable that he will go to Japan or cruise among the Pacific islands.

A WINDMILL.-We notice at Hall's one of the improved patent adjusting windmills, received by the bark Moneka. For certain localities these mills when tried, will be found almost indispensible in raising water for irrigation and farm purposes. In California there are hundreds of them to be seen in every town, and we hope to see them come into service in

THE PALMER.-By the Ocean Express, we received a letter from Capt. Paty, who arrived at San Francisco on the 19th-15 days passage. He expected to sail again for this port on the 30th, and will be due about the 14th or 15th, bringing our next mail.

THE ALLEGHANIANS.-If the beautiful portrait of Miss Heffert, of the Alleghanians, which hangs in the bookstore, is a correct representation of this selebrated songster, our citizens may look for no ordinary performance. We understand the company are expected by the Palmer. C. W. Brooks' circular, received by the

Ocean Express, is a neatly got up sheet, and em-

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praces a variety of news interesting to our merchants Passen.—The clipper ship Charger, passes port on Thursday about 5 P. M., under fell

NAVIDATOR'S ISLAND. - We have received a copy of the Samoan Reporter of January last. By it we learn that the British ship-of-war Cordelia, arrived on the 12th of September previous, for the purpose of inquiring into the circumstances connected with the murder of an Englishman mamed Fox, two years premodel prison-well provided, well disciplined, and well conducted in every respect. We were so much vious. At the time of the marder, Mr. Pritchand the Consul, had demanded the punishment of the murderer, and the native authorities, according Samoan usage, instead of punishing the murdere who was a young chief, had put to death a man inferior rank; and having thus killed a man of Fox's own rank, they thought they had made sufficient satisfaction for the deed. After the arrival of the Cordelia, it was not until a fine of \$500 and ten fine mats had been imposed on the principal district, and property to the amount of \$8000 destroyed, that the real murderer was given up. He was tried, found guilty, and hung from the yard arm of the Cordelia, in Apia harbor. The Reporter says that during the past seven years, there had been 23 earthquakes at the island-occurring mostly between the months of February and August-but none of them severe enough to throw down houses or endanger life. Mr. J. C. Direckson had succeeded J. S. Jenkins as United States Consul. Mr. J. C. Williams had been appointed to the British Consular post, in place of Mr. Pritchard, removed to the Feejees.

How to RAISE PEACH TREES .- Considerable diffi culty has been found in raising peach trees from the seed, on the Hawaiian Islands, because of the ants The stone has to be cracked before planting, and the mischievous little fellows manage to destroy the gern of life before it has a chance to sprout forth. Judge Hardy, of Kausi, however, has introduced a method of raising them, which sets insects at defiance. Cracking the nut, he lays the kernel upon a bed of wet straw in a box, and covers it with a wet cloth. The box should be suspended in the air by strings, and the strings should be wet with corrosive sublimate, or with some glutinous substance, to keep off the ants. In a few days the kernel thus planted will begin to sprout. Then it should be transferred to another box, suspended in the same way, and filled with light rich mould. In a very short time it will be ready to transplant to the garden.

A RESURRECTION .- It was generally supposed that the old Nile case was long ago ended-dead, make loa, as the natives say. But it seems not. A suit was brought in the Supreme Court this week by J. Tillman of San Francisco, against Thomas Spencer, for one-eighth share of the Nile, claimed to have been owned by him, and sold by the marshal. After hearing all the evidence, the jury returned a verdict for the plaintiff in the sum of \$1392,56.

Owing to the press of matter, we are obliged to omit nearly two columns, including a long letter from our San Francisco correspondent.

We are indebted to Messrs. Hackfeld & Co. for late China papers.

Loss of ship "Wm. Tell."

HONOLULU, Oct. 6, 1859. MR. EDITOR :- Dear Sir :- I regret herewith inform you of the loss of the ship Win. Tell, while under my command, in the Arctic sea, on the night of the 12th July. She went ashore bout 8 miles to W., during the prevalence of a dense fog, the wind at the time blowing strong from the N. N. W. The ship had been to the north, Lat. 69-Long. 173, and in consequence of there finding the ice so heavy, I had concluded to put back for the straits, and cruise around King's Island until a more favorable opportunity appeared for returning north. On the day of the 12th the ship had been steering S. E. by compass, in company with several other ships; about 2 P. M. spoke schooner San Diego steering out from the land, where she had been trading-I enquired of the captain the bearings of Cape East, when he pointed to the Cape W. N. W. of Cape East-then just visable above the fog, and said, "that is Cape East." I had my doubts about his correctness, and enquired the second time, he giving the same reply. At 31 P. M. the fog shut in very thick, and not feeling safe to run, luffed by the wind, heading N. E., head yards aback, and lay thus until 7 P. M.; then took in light sail, reefed topsails and were round, heading W. by S. At 8 P. M. passed a ship at anchor-which subsequently proved to be the Speedwell. She had a boat towing astern, and I supposed from this that it was a vessel which had been "gamming" with some other and having lost her, had anchored on that ac-

Shortly after passing this ship, I went below feeling perfectly safe, and leaving the ship in charge of the 2d officer, with orders to wear ship at 10 P. M. and to call me at 12. At 9 hours 10 minutes, the officer came to me and reported the land to be so close that he had not room to wear. I immediately gave orders to let go the anchor, and grasping an axe made for the deck for the purpose of cutting the ring-stopper; and while passing the man at the wheel, he informed me that the ship had just struck. The breakers could not have been more than a ships length ahead at the time they were discovered.

At the moment the ship struck she was head on, and not more than fifty feet from the breakers; as sooa as she struck I sounded and found four fathoms water in her waste. She immediately swung broadside on and lay very easy. At about 11 P. M. the fog lighted up, and three ships were seen at anchor about three miles off. I took a boat and went on board the Speedwell, for assistance. Capt. Gibbs, Capt. Edwards, of the Hibernia 24, Capt. Thomas, of the Eliza Adams, each with a principal portion of their boats and crews came and rendered all the assistance in their power, each bringing anchors

The ship was lightened by starting the ground tier, all the fresh water, &c., but the sand was so soft the anchors would not hold, and in the meanwhile there was a beavy swell setting the ship gradually further on. We worked faithfully on the ship until 12 M. of the following day, at which time the ship labored very hard and we were constrained to give up all hopes of saving her. I then went to work saving provision, &c., and at 3 P. M. finding the ship la bored so heavily that it was impossible to stand on her decks, cut away the foremast, and main and mizen topmasts, after which she lay quite easy. On the 18th of July, deeming it best for all concerned, I sold the ship and all that was saved, with the exception of the oil and provisions, at auction; the provisions which were saved I divided among the

crew, and the oil and bone freighted on board the Hibernia 2d, for the Sandwich Islands. The ship had on board about 300 barrels and 3000 pounds bone. Respectfully your obedient servant. Late master Wm. Tell. Suicide at Hilo.

HILO, Sept. 19, 1859. MR. EDITOR :- About a week since our quiet town was startled with the intelligence that one of our old

Last Monday, Sept. 12th, a charge was preferred against one H. Shradder, a victualing housekeeper, for selling or furnishing liquor to a native. He having been convicted, only a few weeks before, of the same offense, a sait was also commenced by the government, on his "bond for victualling housekeeper." Both suits were to come on, on the Tuesday following. Early that morning he was found dead in the grass behind his house. On a Coroner's inquest being held on the body, the Jury returned a verdict of "death by shooting himself with a gun." It appears from the evidence given at that time,

that the deceased had late in the afternoon preceding his death, gone over to the residence of a friend of his, who was his security on his bond, and that on learning from him that there was but little chance of an acquittal on the suits preferred against him, he said, "I can clear you." He, deceased, then went home and spent the whole night in writing letters, &c. He also left a will with the United States Consul here. About half past five A. M., he, having written on a slip of paper that death by bucksho was easier than taking poison, and that he would be found in the grass, went out with his gun and shot himself, the muzzle of the gun being placed between his eyes. It was evident to all that the deed was Yours, &c. HAWAII.

Later from San Franc

The clipper ship Ocean Express, which arrived on Thursday, brings us San Francisco papers to the 24th, being five days later than previous intelligence received. By an overland mail, telegraphic dates from New York to the 27th August, one day later

In C. W. Brook's circular, we find the following dditional particulars relating to the fire which occurred in New Bedford on the 24th August. A fire broke out about noon to-day in North Water

street, which destroyed about twenty-five buildings, and was finally arrested on K and North streets by and was finally arrested on K and North streets by blowing up several buildings with gunpowder.

The buildings destroyed included Hathaway & Son's machine shop and planing mill; Ryder & Smith's spar yard; Burstandt's turning mill; N. H. Nye's ship chandlery; Edward M. Robinson's oil yard, in which 3,000 bbls. of oil were destroyed, besides some less of oil belowing to W. F. Porce. pesides some lots of oil belonging to W. E. Pope,

B. B. Howland and David B. Kemp Several dwellings, carpenter shops and groceries are also included in the conflagration. A large quantity of bomb lances, in the premises of Wilcox & Hathway caused loud explosion, as did the burning of the oil casks.

The ship John & Edward, lying at Wilcox Richmond's wharf, was burned to the water's edge. The ship Illionis was also on fire, but was towed out and saved, with loss of sails rigging, &c. Several persons were injured, but none fatally.

has is variously estimated at from \$200-000 to \$200,000, on which the insurance is small. Many families are rendered penniless by the conflagration, and several captains of whaling vessels are ruined by the loss of their oil on storage.

For the full particulars of the above fire, we shall have to await the arrival of the next mail. ARREST OF JUDGE TERRY .- We are informed by the Chief of Police of this city, that Judge Terry was arrested at his ranch, near Stockton, yesterday, and is now in the custody of Sheriff J. W. O' Neal, of San Joaquin county. He was arrested on a warrant from this city, and, it is presumed, that the jurisdiction of this city has attached upon him.—S. F.

WAR IN CHINA!

A SEVERE BATTLE-BRITISH FORCES DISASTROUSLY DEFEATED.

The bark Maria, arrived yesterday from Hong Kong, bringing us nearly two months later advices. We have received papers to the 9th of August. The news is of greater than usual importance. The British naval force at the mouth of the Pei-ho made an attack upon the Chinese on the 25th of June, and were disasterously defeated with terrible loss of life. The fleet consisted of 12 vessels, mounting 28 guns and manned by about 1,200 men.

There were 7 officers killed, and 23 wounded. This affair seems to have grown out of a misunderstanding of the preliminaries to the exchange of treaties between the allied ministers and the Chinese authorities, consequent on which an attempt was made by Admiral Hope to force the passage of the Pei-ho.

The North China Herald says that the total loss is as follows: British, total killed and wounded, 464; French, 4 killed and 10 wounded, (including Capt. Tricault of the Chayla, wounded in the arm.) following is the loss of the Marine Brigade; Killed -1 officer, 2 sergeants, 1 corporal and 24 rank and file: total 28. wounded-15 officers, 13 sergeants, 2 buglars, 8 corporals and 104 rank and file : total. 142. Total, killed and wounded of the Marine Brig-

THE ENGAGEMENT, DESCRIBED BY AN EYE-WITNESS. participated in the battle, gives a vivid description o the same. The British gunboats, commenced weighing anchors at daylight on the 25th of June, and at nce proceeded to remove the barriers which the Chinese had placed across the entrance of the river. These were composed of strong iron bars and chains, and resisted all attempts for their removal, up to 12 o'clock, when the order was given that the men should have their dinners, after which, it was generally understood, that we should open fire on the forts. Strange to say, during the six or eight hours, during which these preliminary measures were being effected, neither was a single gun fired from the forts, nor was there a symptom evident that their occupants were prepared to defend them. Every embrasure was screened with matting, and not a head was visible over the ramparts; and this although the gunboats were all only from 500 to 700 yards distant, and were all sixes and sevens, from some getting aground, while others had to haul them off, and the space in which they had to move being too confined to allow of their manouvering. Dinner having been finished, about half-past one

o'clock the signal was run up to prepare for action, and the Opposom (Lieut. Commander Balfour) with Capt. Willes, R. N., and the Plover, with our brave old Admiral, pushed in close up to the first barrier. No sooner did they arrive there, than suddenly, and as if by magic, the mats that screened the guns in all the curtain batteries were triced up, and the whole of the guns opened fire! Our vessels being all well prepared, however, the fire was immediately returned, and the action became general. It was at once evident, though, that we had no or-

dinary Chinese artitlery to contend against. Their fire, both in weight and precision, was such as few men, and, I feel certain, no Chinese campaigners, ever before experienced. In a very few minutes the Opossum had several of her officers killed. In the Plover the Admiral was severely hit; her gallant Commander, Rason, and Capt. McKenna of the 1st Royals (doing duty on the Admiral's staff,) were killed, and almost every man of the crew disabled. While the gunboats Haughty (Lieut.-Com. Broad), Lee (Lieut.-Commander Jones), Lestrel (Lieut.-Commander Bevan), and Cormorant (Commander Wodehouse), were so severely crippled, that they were in a sinking state. The Lee indeed would have gone at once, but for Lieut. Broad in the Haughty dashing into her rescue, and towing her out, under a heavy fire. Nevertheless, the bombardment was kept up with unabated vigor, and in about two hours, the enemy's fire began sensibly to slacken, and (although they had got our range so exactly that almost every shot told, while ours, though admirably directed, did comparatively little damage to their mud walls), shortly after four o'clock it became almost silenced.

At about five o'clock, the anxiously expected

signal was made for the troops to land and assault, which was briskly answered by them; every boat containing them striving to be the first to reach the shore. Not a soul in the squadron at that moment, I believe, doubted our obtaining a speedy victory. Just as the first boat touched the shore, however, bang! went a gun again from the forts, immediately followed by a perfect hurricane of shot, shell, gingall balls, and rockets from all the southern batteries, which mowed down our men by tens as soon as they landed. Nevertheless, out of the boats they all leaped with updiminished ardour, (many into water so deep that they had to swim to the shore) and dashed forward through the mud, while the ships threw in as heavy a covering fire as they possibly could.

The enemy's fire, however, continued to be so deadly, and the mud proved so deep, (in most places reaching up to the mens' knees, at leastoften up to their waists) that out of the 1,000 men who landed, barely 100 reached the first of the three deep and wide ditches, which after some 500 yards of wading through the mud, presented themselves before the gallant few who got so far; and out of that small number searcely twenty had been able to keep their rifles or their ammunition dry.

Nevertheless, they boldly faced those new dif-

ficulties, and some fifty of them, with a crowd of

officers, among whom were conspicuous the Commancing Officer of the French Contingent, Comresidents had blown out his brains. The facts are manders Commercell and Heath, R. N., Major Parke, and Lieut. Hawkey of the Marines, in jor Fisher and Lieut. Maitland of the Engineers), succeeded in getting as far as the furthest bank of the third ditch, from which they would certainly have made a good attempt to scale the walls, had ladders been forthcoming; but, out of the number that were landed, all but one had either been broken by shot or had stuck in the mud. With the remaining one, however, ten devoted men sprang forward, three of whom were immediately shot dead, and five wounded sev-

A vertical fire of arrows, as well as a constant fusillade, was kept up on the select band who now crouched in the ditch, waiting, but in vain, for crouched in the ditch, waiting, but in vain, for reinforcements; and that any of them afterwards escaped alive is miraculous. Seeing what insurmountable difficulties presented themselves, the order was at last given to retire; the lion-hearted Commander of the troops, Colonel Lemon of the Royal Marines, Captain Vansittart of the Magicienne, and Captain Shadwell of the Highflyer, all having been severely wounded. The latter was badly shot through the foot shortly after landing, but nevertheless managed to struggle manfully forward, even to the advanced trench. Poor Captain Vansittart had his leg shot off.

Lieut. Graves of the Assistance, Lieut. Clutterbuck of the Coromandel, wanne Herbert of the

Lieut. Graves of the Assist nek of the Coromandel, young He apeake, and Lieuts. Inglis and W apal Marines, were all killed whi heering the their men ; and at least three-four water's edge, matters were not immany of the boats had been smashed round shot that not enough remain the surviving men. Several were attempting to get off, while many had to before they could get a place in a h even then their dangers were not last a from the forts continued so heavy the boats full of wounded were struck and

while pulling off to the ships.

The belief is universal throughout the that Europeans manned the batteri Chinese. Men in grey coats, with hair, and with Russian features, were of visible in the batteries, and the fortifications were evidently of Europea ing. Some of those who advanced here wall even go so far as to declare that the men calling for "more powder" in Russian this morning it is reported that two deal floated out of the river, dressed in Chine but having incontestably European face, damaged forts have already been relained have never ceased to fire upon the boat to still engaged, under Captain Wellerand manders Commercil, Heath, and Wini struggling to rescue the stranded resch

The engagement is acknowledged by a papers to have resulted "in the total the British force with a loss of no less that boats, between four and five hundred men, one-third of the force employed."

The origin of the engagement appears to be a misunderstanding between the Chineselow ities and the treaty commissioners, who were Pekin to exchange the ratification of the tree preparations having been made to receive a missioners on shore, it was thought a suffer for an attack on the part of the British. The however, is condemned by the China paper, What will be the result of this new trouble possible to say. It will probably destroy treaty, and may lead to new conflicts

THE ATLANTIC TELEGRAPH.—The Telegraph under its new organization, is advertising subscription to the new stock it is desired a and the advantages secured to the comm which expectations of high profits are It is proposed to raise \$3,000,000 of p oaptial in subscriptions of \$25, (£5) n bscribers to which will not be affect of the original proprietors. The sum of h or \$2,50 per share is to be paid at the fin scription, and the further sum of £7 allotment. The holders of these prefero a half yearly dividend of 8 per cent. from the profits, after which theid to be entitled to a dividend of ther surplus, if any, above these two dividend divided equally, pro rata, among the emi the company.

The payment of the 8 per cent.

cured by the guarantee of the British Gove the same on a capital of £600,000 for twenty on condition that the cable shall be laid as successfully. In addition to this income be subsidies by the British and America ments, for their use of the line, amounting a year, and the receipts from the business The earliest operations are to be a

guaranteed capital is to be appropriated. ment of the government subsidies will a immediately on the success of this attempt.
works are to be commenced until at least 81. are subscribed, and if the subscriptions day that sum, the installment paid on subscribe repaid after deducting the preliminary As doubts have been expressed as to any messages having really passed are a already laid a statement is given, which has were transmitted while it was successful 366 messages containing 3,942 words at letters. Of the messages 97 went from Va Newfoundland and 269 from Newfoundland

of encouraging omen. The population of Texas as given by the sus, shows a total of 458,920, of whom 18. slaves, and 1290 free negroes. In 1850,0 population was 212,492. The whole number under cultivation is 1948,215.

tia. The last word transmited was "form

THE Superintendent of the House of last New York found a widow hard at work mile black cloth caps, trimmed with braid and b buttons, lined with glazed mu slin and with and with patent leather in front, for the mit pressing of which she received twestyfes dozen, or two cents a piece.

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A CARD,-Ti e undersigned, late master Tell," wrecked in the Arctic 12th July, take to ender his most grateful thanks to Captains · Eliza Adams," for the prompt manner in every assistance in their power in endeavoring and to Capt. Edwards and Capt. Raynor of the

spective ships. WANTED. GIRL WANTED TO ATTE

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